

## ARMY MOTOR TRAIN DELAYED BY SNOW

Thirty Trucks Cover Only  
38 Miles in the First  
Day's Run.

STRUCK HEAVY DRIFTS  
Start Marked by Elaborate  
Ceremonies—All Details  
Made Public.

MONROE, Mich., Dec. 14.—Hungry but not a whit less enthusiastic than when they pulled out of Detroit, thirty-eight miles distant, this morning, the men who are piloting the Government truck train of army motors to the coast reached Monroe late to-night, after struggling for hours to get through the snowdrifts that blocked the United States Turnpike and the Dixie Highway.

The first truck drove in at 7 o'clock, three hours and a half after Capt. Brown had telephoned from Newport, twelve miles away, that the train would be along in about forty-five minutes. It had had to buck snowdrifts all the way and the ordinary truck broken by farmers' teams was of little use because of the great width of tread of the motor vans. At Oldport, the column divided, twenty coming on by way of the Flat Rock Pike while the other thirteen came down on the United States Turnpike and the Rock division, in spite of carter trouble with one of the leading vans a mile and a half out of Monroe, broke through first, practically all the trucks getting in before the first of the other division arrived to get through. As each column arrived the men were directed to the hotel, where a hot dinner awaited them. Capt. Brown, in command, and Lieut. Riley, train master, remained with the eleven vans that bucked the drifts on the United States Turnpike until the last car had been brought through.

**Ceremonies at Start.**  
With moving picture operators at every angle and the big kitchen truck lacing out steaming coffee, the first United States Army truck train between Detroit and the Atlantic seaboard left the Packard company plant in Detroit this morning at 10 o'clock on the first lap of its journey to Toledo, from which a direct route to the seaboard has been mapped out.  
Great crowds of people were at the factory to say good-by to the twenty-six drivers and men who man the train. Mayor Marx made a brief speech, wishing the train and its men the best of luck on the journey on behalf of the city of Detroit. There were other short speeches by President McKinley and other officials of the Packard company. Despite the extreme, nipping zero weather everybody flocked out to the Boulevard to cheer the train away.  
The caravan consisted of thirty war trucks of the Packard type. There are also two tank trucks, loaded with oil and gasoline, and a kitchen truck for the men who will have most of their meals prepared by their own cooks. The men are from Camp Sherman, Chillicothe, Ohio, in charge of Capt. Bennett Benson and Lieut. C. A. Riley.  
Although the roads are well frozen, it is thought much difficulty will be experienced with the snow which has fallen within the past few days in northern Ohio and New York, where pleasure cars are having a hard time in getting through. Another possibility is that the heavy trucks may break through the frozen ground and cause considerable delay in reaching their objective point, "Some Atlantic Port."

**Full Publicity Given.**  
The fact that the Government has withdrawn all measures of secrecy in connection with the trip lends an added interest to the project, is sure to create no small amount of interest and will be closely watched. Publicity of the route taken has been given by the War Department, and the various State and Federal war boards of the various States through which the trucks will pass. The Major came to Detroit to confer with the Detroit Automobile Club and other forerunners of others which will take thousands of trucks for war use over the road under full loads of war freight.

## NEW CONGREGATIONAL PASTOR.

Manhattan Church Calls the Rev. William T. McElveen.

The Rev. William T. McElveen, pastor of the First Congregational Church of Evanston, Ill., a suburb of Chicago, has accepted a call to the pastorate of the Manhattan Congregational Church, Broadway and Seventy-sixth street, this city. He will occupy the pulpit there beginning February 1, succeeding the Rev. Henry A. Stinson, who resigned last spring because of ill health and age. Mr. McElveen is 52 years old and has a wife, a daughter and a son. He was selected by Prof. John Bates of Columbia University, Prof. William W. Rockwell of Union Theological Seminary and a committee appointed for the purpose of calling a new pastor.

## HAMILTON INSTITUTE IS UPHELD BY COURT

Appellate Division Decides School Need Not Move.

The Hamilton Institute for Girls need not move from Ninetieth street and Riverside Drive. The Appellate Division of the Supreme Court yesterday handed down an opinion in which it upheld the right of the school to stay where it is. The case has been given by the Appellate Division for the last two years. Justice Pennington in the Supreme Court decided against the school last March. Appeal resulted in yesterday's opinion.

## SAY KING WILL ADMIT GUILT.

Prosecutors Have Pedler Tell Grand Jury of Murder.

ALBION, N. Y., Dec. 14.—Erwin King, the pedler, who is now charged with the Phelps-Wolcott murder, for which Charles F. Stowell is serving a life sentence, today completed his testimony before the Grand Jury. King previously had confessed the murders and later recanted his confession.

## Delicious Mince Meat

Made in our family for over a hundred years. Write for recipe to Mrs. F. E. Perkins, Burlington, Vt.

## PITTSBURGH LAWS STRIPPED FOR COAL

Rich Men Order Veins on Estates Uncovered.

**Special Despatch to The Sun.**  
PITTSBURGH, Dec. 14.—Millionaires of this city are stripping their beautiful lawns in the fashionable Squirrel Hill district to get coal, the shortage of which is causing a kind of misery in the large mansions of that district.  
This morning a dozen men, with the latest model coal strippers, started working on the lawn of H. A. Deland, of Ayerborough avenue. The lawn is to be dug up and the few feet of earth covering the coal vein is to be removed. There is said to be a six foot vein of coal a few feet under the sod.  
The property is valued at \$150 a foot, making it the most valuable coal mining property on record.  
A somewhat similar and larger operation is under way on the P. N. Hoffstadt tract at Beacon and Wightman streets. This ground also has a six foot coal vein under it that is to be removed. It is said that enough coal will be realized in this way almost to satisfy the demands of the district, the owners of the property having agreed to donate the coal to the district, the owners of the property having agreed to donate the coal to the district, the owners of the property having agreed to donate the coal to the district.

## NAVY INQUIRY PLAN CREATES SURPRISE

Continued from First Page.

that he fully concurred in what Gen. Crozier had said in this respect.  
Gen. Crozier was on the stand throughout the day, and following an adjournment the committee members refused to discuss the matters considered except in a general way. They said that today's testimony dealt at length on the production of machine guns, rifles and revolvers. The facts elicited, according to Administration members of the committee, were of a most discouraging nature as to the ultimate success of the War Department in attaining that efficiency and stupendous productive capacity which the frank explanation which Gen. Crozier, under pressure of Congressional investigation, is making.

## Republican Censure Heard.

Republican members asserted that the Crozier testimony showed that coordination of effort, concentration of force and the fact that the war machine had not been characteristic of the War Department methods of administration, even when the vast difficulties of the hour are admitted. One Senator remarked: "Crozier's accounting showed altogether too many entries on the left hand side of the ledger."  
The machine gun question was given much attention in today's session. Gen. Crozier's part in the old controversy over the Lewis machine gun was touched upon in view of his statement yesterday placing upon Secretary Baker sole responsibility for the machine gun shortage. The committee decided to summon the inventor of the Lewis gun later. It was brought out that only a few hundreds of machine guns have been furnished the training camps and that for many weeks after the National Army got into training camp of the units were instructed with charts instead of weapons.

## Concentrate Upon Europe.

As a general policy of equipping the American forces Gen. Crozier informed the committee that the Department's efforts were being concentrated on European operations. While training camps are being cared for, he said, the Department's prime effort is to insure an adequate supply of all equipment for the American overseas forces.

## MEANS'S LIFE HERE DESCRIBED.

Dooling's Speech Seeks to Show Motive for King Murder.

**Special Despatch to The Sun.**  
CONCORD, N. C., Dec. 14.—New York city as the stage for one act of the Means murder trial was placed under the spotlight today when John T. Dooling, Assistant District Attorney, opened his three hours before the jury which will have the case under consideration by tomorrow afternoon.  
Mr. Dooling began his speech by placing Means in a cheap Harlem flat with no considerable funds while his wife had \$100 in the bank. Then he introduced Mrs. Maude A. King, showed how Means became her agent, and how his bank account grew while thousands were deposited to the credit of Mrs. Means. The financial dealings between Means and Mrs. King, the strongest motive for her murder.

## Garfield Explains Shortage in Coal

Lays It to Vast Industrial Expansion and Lack of Cars.

Menace Is Serious Now

Sees Chief Relief in Vast Aggregate Saving by Halting Waste.

A plain talk about coal—why the shortage, what the hope of relief—was heard in Carnegie Hall last night from the man who is supposed to know most about it just now—Harry A. Garfield, United States Fuel Administrator, who presided over a meeting of the Academy of Political Science.  
He said the situation is serious, there is reason for apprehension, but that Washington is alive to it, and "out of this apparent chaotic condition will come a solution of this question, so far as it can be solved."  
"In twenty years," he said, "we have trebled our output of coal; the production was a little more than 200,000,000 tons a year at the time of the Spanish-American War, at the close of this year we shall have produced something like 650,000,000 tons. Why, then, if coal is so abundant, is there any lack of it?"

## COAL FAMINE HALTS BETHLEHEM STEEL

Big Plant Being Closed and 6,000 Men Will Be Out of Work by Monday.

**Special Despatch to The Sun.**  
BALTIMORE, Dec. 14.—With its coal supply exhausted and unable to obtain more, the management of the Bethlehem Steel Company began tonight the shutting down of operations. At the rate at which this was done by Monday there will be at least 6,000 men thrown out of work there.  
Tonight one of the blast furnaces and one of the batteries of coke ovens were closed completely. This meant not only the throwing of men out of work but cut in half the supply of gas which the plant produces. It was said tonight that it was officially stated that the other coke battery, also containing sixty ovens, will be reduced in operation tomorrow, and the plant will be closed altogether by Monday.  
There are three blast furnaces in operation and one was shut down tonight. It was said tonight that the coke oven would close tomorrow, and on Monday the third would be shut off. This reduction of coal supply completely halts the production of the plant.  
The officials also plan to shut down the Bessemer mill, the open hearth plant, the blooming mill, the rail mill, and possibly part of the tin plate factory, unless an unexpected coal supply is forthcoming. This would leave the ship plate mill and the shipyard only in operation.  
Direct and urgent appeals for coal have been made to the Fuel Administrator in Washington during the last two months by the officials of the Bethlehem Steel Company. It was said tonight by an official of the company that their appeals have been "absolutely fruitless."

## FOUR OF ACETON'S CREW DEAD.

Two Others Missing From U. S. Ship Sunk by Torpedo.

**WASHINGTON, Dec. 14.**—Seaman John Thomas Moran and Chester Theodore Berry of the naval guard on the American steamship Aceton, torpedoed and sunk November 25, died from exposure, and two other men, Seaman John Richard Kibke and Seaman Howard Sprague Platt, still are unaccounted for. The Navy Department announced tonight that the bodies of the two men were recovered from the wreckage of the ship and were buried at sea.  
Sixteen men of the armed guard were saved, and all of the civilian crew except two, John E. Farnham and a man named Downey, who died in open boats from exposure and thirst. Berry also died in a small boat from the same cause, while Moran succumbed in a Spanish hospital. News of his death was cabled the Department today by the American Naval Attaché at Madrid.

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## Industrial Needs Absorb It.

"In response we say that the industrial needs of the country have taken the extra product. We have not exported it to any great extent. And we can't explain the present shortage by domestic consumption any more than by exportation. We are short because of the vast expansion of industrial enterprise, especially since the war began."  
"About the country there are huge piles of coal. Great industrial enterprises have several hundred thousand tons in great piles. Seeing this, it is not unnatural for those with bank accounts to stock up with domestic coal. There has been hoarding, only the hoarding have not thought of it in that way. There is an unbalanced situation."  
"Some have a goodly supply, some who were immoderate or unable to buy are still short. The coal for the Fuel Administration has room for only one ton at a time and he feels nervous about it."  
"When there is an unbalanced condition in any economic situation there is reason for apprehension."  
"Last year there was produced more coal than ever before, about 500,000,000 tons. This year it is something like 550,000,000 tons. One might think that the 50,000,000 ton increase would take care of industrial development. The answer is that industry normally demands 10 per cent. more coal every year regardless of war. We need not only the 50,000,000 ton increase but we have, but 50,000,000 tons additional to take care of both industrial and war demands. "We are producing about 1,500,000 tons a day. In thirty days, at that rate, we ought to obtain more than the 50,000,000 tons required. But we can't hope to do it in the winter, when production always slows up. The only way we can do it is by conserving our domestic supply."

## Must Husband Supply.

"In brief, if you want to assist the Fuel Administration, as I believe every one does, watch the information that the country is getting from time to time, showing the ways that have been found of husbanding coal and making a large aggregate saving."  
"After all, the greatest factor in the situation is transportation. The fuel administration is not disposed to indulge in the pastime known as passing the buck. It is a good deal of a job, but I am willing to take all the blame that properly rests on my shoulders."  
"We speak about transportation is not necessarily placing blame on the railroads. When you remember that from 25 to 35 per cent. of the entire freight tonnage is coal you will appreciate that we are doing our part to overburden the transportation system."  
"But in comparison with other years the ration of coal cars to other freight cars now is very much against coal, which means that they have largely been taken away from coal to carry other commodities. All over the country, especially in Pennsylvania and Ohio, coal has been mined and sidetracked because the allotment of cars has fallen from the norm."  
"Since the week of August 25, when the Fuel Administrator was appointed, the shortage of cars has prevented the continuous operation of the coal mines. Twenty million tons of coal, the figures furnished by the railroads to the geological survey of the Bureau of Mines.

## Many Coal Cars Exported.

"I wonder if you appreciate the fact that most of the locomotives made in this country are exported. We began to export to Russia and France. 700 manufactured in a month, sometimes only eight or ten have remained here. Many of our gondola steel coal cars have been sent away, so we are left in this emergency without adequate means of transporting coal."  
"Another thing, the railroads are not doing their best. The great trucking system, the roads are making herculean efforts, but they began very late to shift cars where there was the greatest need. There have been very good reasons. But railroad men tell me that the roads are not operating with maximum efficiency, and they are setting about remedying that condition."  
"In the Fuel Administration we must act, act, act, and therefore must make mistakes, but I have surrounded myself with men of lifelong experience, and we are laboring for results in the face of almost insuperable obstacles. But out of the turmoil will come an ordered system."

## Contracts for 1,000 Ships Let.

"We have already let contracts for nearly 1,000 ships of more than 8,000 tons dead weight carrying capacity."

## Kennedy

The Best Word in Style & Quality

New Suit Hats with Character

Holiday Styles \$1.90 to \$2.90

New Derbys Self Conforming \$1.90, \$2.90, \$3.40

Extra Quality Velours, \$4.90, worth \$7.00

French Helmet, Ear Band Caps & Skating Caps, a Saving. 50c to \$2.00

High Grade Fur Caps, \$4.90, worth \$7

VAUGHAN'S

"Liberty" Holly Wreaths

WITH BILK FLAG.

12 inch Wreaths, with Berrin, 20 cts. 25 cts. 30 cts. 35 cts. 40 cts. 45 cts. 50 cts. 55 cts. 60 cts. 65 cts. 70 cts. 75 cts. 80 cts. 85 cts. 90 cts. 95 cts. 1.00

Holly Branches, 25 cts. per lb.

Princess Pine Branches, 20 yds. rolls, \$1.25

Princess Pine Branches, 20 yds. rolls, \$1.50

Mistletoe, 10 yds. rolls, 30 cts. to \$1.

Princess Holly, Red and Green, per yd., 8 cts.

60 yds. roll, \$3.50

All supplies for decorative purposes.

Vaughan's Seed Store

Barclay St., both sides of Church.

## BAKER SAYS SUPPLY SHORTAGE IS ENDED

War Secretary Makes Plea Against Universal Training in His Report.

PRAISES \$1 A YEAR MEN

Civilians Get Credit for Helping Army Men to Solve Trade Problems.

**WASHINGTON, Dec. 14.**—Secretary Baker's annual report to the War Department, made public to-day, constitutes only a brief historical review of the year and so that it may be devoid of information for the enemy shows no recommendations, no detailed information of the transportation of the army to France or any army plans for the future.

Secretary Baker does say, however, that he does not favor universal military training as a regular national policy. "The Department has not sought and does not now seek legislation on the subject," he says, "chiefly for the reason that the formation of a permanent military policy will inevitably be affected by the arrangement consequent upon the termination of the present war. Civilian men must hope that the future has in store a relief from the burden of armament and the destruction and waste of war."  
"When a permanent military policy, therefore, comes to be adopted, it will doubtless be conceived in a spirit which will be adequate to preserve against any possible attack those vital principles of liberty upon which democratic institutions are based, and yet be so restrained as in no event to foster the growth of the apprehension of nations with whom it is our first desire to live in harmonious and just accord."

As to the expeditionary force in France, Secretary Baker says it would be unwise to disclose details, and therefore contents himself with telling of the sending of Gen. Pershing, followed by a full division of regular troops and a contingent of marines as the first units. He describes also the organization of the National Guard division (the Forty-second).  
"High tribute is paid to the 'splendid cooperation of the navy, by means of which these expeditionary forces have been safely transported and have been enabled to traverse without loss the so-called danger zone infested by the stealthy and destructive submarine navy of the enemy."  
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## U. S. HALTS WOOL PRICE SPECULATION

Beginning To-day Importers Must Have Federal Licenses to Do Business.

CONTROLS EXPORTS ALSO

Government Board Declares There Is No Shortage and Scores Inflation.

**Special Despatch to The Sun.**  
WASHINGTON, Dec. 14.—Government control, both as to price and the making of imports and exports of wool, will go into effect to-morrow as the result of the order issued to-day by the War Trade Board.

The order provides for licenses for wool importers, who must agree that they will sell no wool to others than manufacturers and that they will give the Government the option of purchasing all

imports at 5 per cent. less than the price paid July 30, 1917.  
Exporters are not to be permitted to send abroad any wool or goods containing wool if in the judgment of the board the wool is required for the use of the army or navy.  
This action is reported to have been taken upon proof that speculation and hoarding of stocks had sent the price 300 per cent. above those prevailing before the war. The government order seeks to stabilize the market and cut down prices to something like those obtaining in other countries.  
In a word, the order calls for the buying and selling of wool under the direct eye of the Government both as to the nature and the price of the sale. It is also stated that the action will have the effect of making justice the situation of banks which have huge sums of credit extended in woolen goods.  
"It is hoped," said a statement issued by the board, "that the effect of these regulations will be to clarify the situation and remove the causes for anxiety which have occasioned the abnormal and illogical inflation of wool and woolen goods. Statistical data show that no wool shortage exists. Consumption in 1917 will be little if any greater than in 1917."

## ROCKEFELLER VIEW LAID TO HIS WIFE

Chicago Baptist Preachers Stand by Immersion.

**Special Despatch to The Sun.**

CHICAGO, Dec. 14.—John D. Rockefeller, Jr., appears to have stirred up no end of rum in Baptist Church circles by asserting that one doesn't need to be immersed in order to be a first class Baptist.

Chicago ministers of the Baptist faith stoutly maintain that nobody can be a true Baptist unless he first is immersed in water. They said so today.

One of them, the Rev. Benjamin Otto, pastor of the Morgan Park Baptist Church, expressed the belief of the majority of his flock.

D. Rockefeller, Jr., is influenced by his wife, "Mrs. Rockefeller," said Mr. Otto, "doesn't believe in baptism and naturally her husband follows her. She says she doesn't believe in it either. Until a man is immersed in water he's not a true Baptist. It says so in the Bible."

A similar view was held by the Rev. Joseph Dent, pastor of the Pilgrim Temple Baptist Church, who said:

"I don't agree with Mr. Rockefeller. Baptism should be and must be maintained in our church. It is our Lord's command. It is written in the Bible that baptism is essential to our faith."

"Baptism," said the Rev. S. T. Ford of the Englewood Baptist Church, "is not essential to salvation, but it is essential to integrity."

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"This placed an added burden upon the supply divisions of the Department," he says, "and explains in part some of the shortages, notably those of clothing, which have temporarily embarrassed mobilization of troops at home, embarkments now happily passed."

Taking up the quartermaster problems with the outbreak of the war Mr. Baker cites a few items of what it was found necessary to supply. They include 20,000,000 pairs of shoes, 17,000,000 blankets, 33,000,000 yards of flannel shirting, 50,000,000 yards of tenting. The work is being done through the cooperation of civilian agencies, the Secretary says and adds: "The dollar a year man has been a powerful aid."

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